

PILING UP THE ITEMS

Senate Acts as if Treasury Were Full.

The House did another good day's business yesterday. While the amount of labor accomplished was not as great as that of the day before, it was creditable, and contrasted strongly with the way that body was conducting itself a month ago.

The committee who were detailed to wait upon the president of the Wilder Steamship Company and find out why passengers had not been allowed to go to Molokai, reported their inability to locate that gentleman, and requested to be excused. The request was granted. Several resolutions were introduced before the House went into executive session.

The House spent most of the day deliberating whether it wanted to recommend the buying of a steamship to take the place of the one now subsidized between here and the leper settlement. The debate began during the forenoon session, and it was not until the afternoon had been almost consumed that the matter was settled by a vote that decided in favor of the proposition, by the small majority of one. All sorts of arguments were advanced for and against the proposed scheme. When the matter was dropped, it had been decided that the vessel should not cost more than \$35,000, and that a sum, which should be settled upon by a special committee, should determine how much the running expenses of the vessel should be.

Subsidies were granted to the Queen's Hospital, the Hospital for Incurables and the Maternity Home.

The House adjourned until this afternoon at 1:30 o'clock. In the forenoon the different island committees will meet.

MORNING SESSION.

The committee appointed to wait upon the president of the Wilder Steamship Company, and find why that company had refused to allow certain persons desirous of going to Molokai, to take passage on the boat, had a report to make.

The committee informed the House that they were unable to report for two reasons. The first was, that they could not get together as a committee; the second was, they were unable to find out who was the president of the Wilder Steamship Company. They asked that the speaker discharge them, that the House tender them a vote of thanks, and that Clerk McKeula be instructed to address a letter to the president of that company, asking him why he had not treated the public with more becoming consideration. The three requests were allowed.

The following resolutions were introduced by Hihio:

"Resolved, that the sum of \$10,000 be inserted in the appropriation bill for the extension of the Papahāna road to Kapolu, in town of Lahaina, Island of Maui."

F. W. Beckley introduced the following:

"Resolved, that an item of \$300 be inserted in the appropriation bill on current expenses, as follows:

"Repairs, wharf and landing, Kamaio, Molokai, \$1,000.
"Repairs, wharf and landing, Pukoo, Molokai, \$2,500.
"Total, \$3,500."

The last resolution asked for \$46,550, to be inserted in the appropriation bill for the improvement of roads in the district of Waialua, Island of Maui. It was introduced by Kawahoa. It read as follows:

"Resolved, that the sum of \$46,550 be inserted in the appropriation bill for roads and bridges in the District of Waialua, Island of Maui, as more fully appears in items hereto, and made a part of this resolution.

SOLOMON KAWAHOA,

Representative, Third District.

Honolulu, June 19, 1901.

Estimates of requirement for roads in Waialua District for two years, from January 1, 1901:

Repairing and grading roads, \$1,375.00	
Waialua postoffice to Maalea Bay, six and one-half miles, 5,000.00	
Maalea Bay to Manawaiuli, four miles, 2,000.00	
Waialua to Wahee bridge, five and one-half miles, 1,000.00	
Waialua to Kahului, three miles, 2,000.00	
Kahului to Makawao Landing, lower road, four and one-half miles, 1,000.00	
Kahului to Makawao, upper road, six and one-half miles, 2,500.00	
Kahului to Makawao Kula road, five and one-half miles, 2,000.00	
Waikapu Cross Roads, three miles, 1,000.00	
Wahee and Waiehu Roads, four miles, 1,000.00	
Makana to Ulupahala, five miles, 750.00	
Ulupahala to Kaupo, fifteen miles, 3,000.00	
New roads, 1,250.00	
Camp 7, Maalea to Kihel Landing, three miles, 2,000.00	
Bridges and repairs, 500.00	
Waiehu bridge, ninety-foot span, 300.00	
Ka-lua bridge, twenty-foot span, 300.00	
New bridges, 1,500.00	
Five bridges to Kihel Landing, twelve-foot span, 1,500.00	
Road implements, 750.00	
Building courts and station houses, Waialua, 15,000.00	
Total, \$46,550.00	

AT PEARL HARBOR SITE.



UNCLE SAM—Well, I guess about ten millions will fix this place up.

A WORLD BEATER

Biggest Sugar Mill On Earth in Maui.

The Maui News says: A very interesting bit of history was made on Maui yesterday afternoon, the event being the laying of the corner stone, or rather placing the key column of iron at the new Spreckelsville mill.

Hon. H. P. Baldwin, Manager Lowrie, Rev. E. G. Beckwith, Mr. Williams and a number of invited guests, both ladies and gentlemen, assembled at the mill yesterday afternoon, and after a brief inspection the ceremony of erecting the column was begun. A number of coins, the charter of the H. C. & S. Co., and several other objects of interest were hermetically sealed in an iron receptacle and placed in a niche underneath the huge iron column, which also contained the following legend on waterproof paper:

"The structure was laid out in November, 1899, the first being driven in the presence of Hon. H. P. Baldwin, president of the H. C. & S. Co., W. J. Lowrie, general manager, C. Vanderhellen, plantation surveyor, and J. N. S. Williams, representative of the Honolulu Iron Works Company, and consulting engineer of the H. C. & S. Co. During July, 1900, a packet of papers was placed underneath the chimney base on the southwest side of the building. Active work on this structure commenced October 12, 1900. Recent historical events: Election of William McKinley, president, and Theodore Roosevelt, Vice-President of the United States, in November, 1900; Death of Victoria, Queen of Great Britain, in January, and accession of Edward VII., King of Great Britain; practical termination of the wars in the Philippines Islands, South Africa and China; most noteworthy fruit of the present year, the vast combinations of capital in the United States for industrial purposes, as exemplified in the founding of the United States Steel Company.

"This record was placed beneath the principal column on the northwest corner of main building, this 14th day of June, 1900, in the presence of Hon. H. P. Baldwin, W. J. Lowrie and others representative of and connected with the H. C. & S. Co."

Miss Clara Lowrie took the trowel and put the finishing touches to the receptacle, which will remain as a concealed witness of the day's event for centuries. The machinery was then put in motion, and the huge iron column was swung into place and accurately bolted. Miss Lowrie then inspected the work and accepted it in the following words:

"In the name and on behalf of this plantation, I pronounce this column well and truly placed."

Rev. E. G. Beckwith then delivered a brief but eloquent address full of reminiscence and rich with suggestive thoughts, one of the most striking of which was that "the man who provides honest labor for a thousand men, whereby they can win a support for themselves, is a greater benefactor to humanity than he who supports a thousand paupers." After a touching prayer by the venerable minister, Hon. H. P. Baldwin made a short address, premising his remarks by stating that the new mill had been christened the "Punene Mill," and that hereafter the plantation would be known as "Punene Plantation." He then gave a short sketch of the sugar industry on Maui during his early boyhood, stating that many years since, Mr. Beckwith, a brother of Rev. E. G. Beckwith, was sent by a syndicate of Honolulu people to look up Haiku as a sugar plantation. Mr. Beckwith carried back to Honolulu a glowing report of the possibilities of Haiku, but with some hesitation, stated to the directors that his estimate for a mill of the proper size might be deemed by them as rather large, and when asked what capacity of mill would be required, he replied that nothing less than a mill of at least three and a half tons a day would answer, at which the hair of the directors rose in horror. "In less than one man's life," continued the speaker, "we see here today a mill which, when finished, will be the largest sugar mill on earth, with a capacity of 500 tons per day when fully completed."

At the conclusion of the exercises, the entire party were invited to a feast of ice cream and other delicacies, after which the train whirled them back through fields of waving cane to Kahului, Spreckelsville and Pail.

Suicidal Home Rulers.

The majority in the Legislature refused, as a political measure, to pass a loan bill at the regular session, which act was on their part, as Representative Dickey well termed it, a crime, and they now refuse to pass an act which will permit Congress to pass a loan bill. Nothing but another extra session with its additional leaves and fishes and pol will satisfy them, and that really seems the only way out of the difficulty. By all means then let another extra session be called, with the hope that it will be another stone around the neck of that misguided party when they are thrown into the sea of oblivion by a justly indignant people whose interests they so studiously refuse to consider.—Maui News.

DEATH ON THE PALI.

(From Thursday's Daily.)

At noon yesterday a frightened horse attached to a buggy leaped frantically over the railing on the Pail road just below the quarantine guardhouse, and probably met instant death at the base of the rocky precipice 1,200 feet below.

The wild plunge of the animal through space was witnessed by a young Chinese named Ah Pal, who had driven the horse to the Pail. The animal belongs to the Waikiki Inn Stables. Yesterday afternoon Ah Pal hired the horse and buggy and drove two young Hawaiian women to the famous cleft in the mountains, arriving there about noon.

The wind was blowing with its usual force through the narrow rift, and it was with difficulty that the horse made its way from the Honolulu side to the Koolau side. The occupants of the buggy had meanwhile alighted, intending to get in again when the horse reached a place in the road where the wind was less forceful. The animal, however, became frightened at the heavy gusts, and the boy had to tighten his hold on the reins to keep him in the road. Matters went along all right until the party reached that part of the highway just below the guardhouse.

Suddenly the horse reared, leaped toward the railing which guards the road on the precipice side and plunged over it. The carriage caught for an instant on the rail, and then the mass disappeared over the side and into the abyss below. Before the boy could reach the rail the horse and buggy had disappeared. Believing that the animal had been killed outright and that the only thing for him to do was to inform the owner, Ah Pal and the ladies retraced their way down the Pail road and telephoned to town for one of Quinn's hacks. The Chinese viewed the matter philosophically, and said he would pay for the loss of the horse and rig.

A search was instituted yesterday afternoon to see what had become of the unfortunate animal, but nothing was learned last night regarding its fate.

steamer with a white crew, of course they will get good pay and good grub," exclaimed Mossman. "If a native crew is employed, they will get nothing but poi and salmon and coffee, in which the cockroaches swarm. You can see that if the government gets a steamer, Mossman did not say that he had been a sailor.

"The arguments of the other side are that they only want this steamer to accommodate the lepers when they are taken to Molokai. We can easily see that if the government gets a steamer of this kind the government will have to pay more for it in the long run, and will lose by it in the end. They also argue that the steamer will make money in carrying freight. They can't do that, as passengers will not want to go on a boat that carries lepers, and very little freight will be carried for fear of the disease. Japs and Chinese would be only too glad to put their freight on a steamer of this kind, but the better class of people wouldn't. Buying a steamer like this will be only a way of the government to provide places for their favorites.

"We all know how one-sided the Board of Health is, and it is only a trick of theirs to get money. Why, there's another argument against the purchase, too. Some time the vessel might strike a rock and go down in the ocean, and the government would lose all the money it paid for the boat."

Mossman was not greeted with a burst of applause upon his brilliant logic, and seemed to wonder why everybody smiled while he spoke. Faced with a good vessel would be a great help, "but, to buy one of the old tubs, which the local companies had discarded, would be throwing good money after bad." Firewood is an article that is needed at Molokai. As it is now the supply of fuel is beginning to be scarce. The people on the island of Molokai, said Paie, would be willing to patronize the Territorial vessel, thereby enabling the government to make back some of the money expended. The next time the Legislature wished to go to Molokai it would not cost the Territory \$750, as it did the last time.

Mossman opposed buying a steamer. Within a year there would be no cattle shipped from Hawaii. The talk about taking cattle from the other islands to Molokai was nothing more than so much chaff, indulged in for the purpose of carrying through the scheme under discussion. Hoogs said that while the arguments of those who wished to buy the steamer were very

money was harder to get now than under the old order of things. Prices were higher. Even American goods cost more. The lepers would need the entire \$45,000. Emmeluth moved that Mossman's words go on record, but the motion was not seconded.

Beckley moved that \$2,000 be allowed the lepers for stamped envelopes. The motion carried.

The finance committee recommended that \$35,000 be allowed for subsidizing a steamer for Molokai. Hoogs said that if this were the report of the finance committee, they ought to be examined as to their sanity. He made a motion to that effect, but it was not seconded. Emmeluth presented a detailed report on the subject of a steamer for the leper colony. Such a vessel should not be a common carrier. It should be able to carry fifty head of cattle forward. The type of conveyance best adapted to the purpose would be a steam schooner, capable of making not less than eight knots an hour. By means of sails, such a vessel would not burn more than six tons of coal a day.

Hoogs said he was opposed to the government going into the steamship business to a greater extent than at present. Prendergast said the government should own its own boat. The steamer now subsidized goes to the island with palai, but on account of rough water, often did not land it. Sometimes the palai was kept on board for ten days or two weeks at a time, and when it was landed at the leper settlement, it was unfit for use. The accommodations at present on the steamers were unfit for human beings. The lepers were put up forward, when taken to Molokai, where the cattle are generally kept, and the rolling of the vessel, in addition to their own malady, made their experience a most unpleasant one on the voyage over.

In the midst of the discussion a recess was taken until 1:30 in the afternoon.

AFTERNOON SESSION.

Mossman's keen logic was then brought to the fore yesterday afternoon when he "bucked" against the purchase of a steamer for the use of the Board of Health. According to his arguments the government would realize a dead loss by the purchase, and furthermore the "thing" might run on the rocks somewhere, go to the bottom, and thus in one fell swoop cost the government thousands of dollars. That would be a calamity to the "people," and it would then show the folly of the government in owning affairs of that kind. Mossman forgot, in his argument, that governments usually insure their freight steamers.

There was some argument on the appropriation for the Kalanipapa store, which had been set at \$45,000. Mossman did not favor giving this appropriation as a lump sum. He asked that the matter be given into the hands of a special committee, to segregate and to file a report before it be accepted.

Mossman moved that the item be passed as it stood. He said the store would need all the money given it. Before annexation, it had been said that when the islands became a part of the United States, money could be picked off the trees. On the contrary,

(Continued on Page 5.)